

Rpt. 9

Date of writing report 7-6-61  
Survey held at Sydney, N.S.W.

Received London  
No. of visits 4

Port Sydney, N.S.W.  
First date 26-5-61

No. 34 06 2  
Last date 5-6-61

-4 JUL 1961

## REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 78579 Name **S.S. "ST. KITTS"** Gross tons 386 Date of build 11-1919  
Owners Waratah Tug & Salvage Co. P/L Managers - Port of Registry Sydney  
Engines made 1919 By Ross & Duncan Type T 3Cy  
No. of Main Engines 1 No. of Screws 1  
No. of Main Boilers 2 W.P. 180 lbs  
No. of Aux./Donkey Boilers - W.P. -  
Surveyed Afloat or in Dry Dock Both  
Nature of Survey DKG/MBS/Gen. Examn.  
Was Damage Report issued? No Int. Cert? Yes  
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
SAI	ELMC
SS 7/57	ES 7/57
tug	MBS 3/60
DS 3/60	TSOG 5/59
	SPS 7/57

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers Good Wear Down of Stern Bushes \*063 Oil Glands Good Sea Connections Good  
Fastenings Good Has Screwshaft/Tubeshaft been drawn? No Date of Examination - Has Shaft been changed? -  
Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? - Approved oil gland? -  
MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

1 Cyls., Covers, Pistons & Rods  
2 Valves & Gears  
3 Connecting Rods, Top Ends & Guides { Side  
Centre  
4 Crankpins & Bearings { Side  
Centre  
5 Journals & Bearings

### MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods  
7 Connecting Rods & Top Ends  
8 Crankpins & Bearings  
9 Journals & Bearings  
10 Coolers & Safety Devices

### MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods  
12 Connecting Rods & Top Ends  
13 Crankpins & Bearings  
14 Journals & Bearings  
15 Levers

16 SCAVENGE BLOWERS  
17 SUPERCHARGERS

### MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS

24 INTERMEDIATE SHAFTS & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring? Yes

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this ship, as now seen, is in good condition and eligible in my opinion to remain as now classed, with fresh record of MBS 6/61 now.

Date of Committee TUESDAY - 1 AUG 1961  
Decision MBS 6.61



32 Essential Independent Pumps (Identify by position)

33 Bilge, Ballast &amp; Oil Fuel Suction Lines, Fittings &amp; Controls

34 Have the remaining Piping Arrangements &amp; Fittings in the machinery space been examined as considered necessary?

35 Fresh Water Coolers

36 Lub. Oil Coolers

37 Heaters (state service)

38 Independent Air Compressors, Coolers &amp; Safety Devices

39 Air Receivers &amp; Safety devices—Main

40 Auxiliary

41 Oil Fuel Tanks (Not forming part of hull structure)

42 Evaporators

43 Have Evaporator Safety Valves been tested under steam?

44 Steering Machinery

45 Windlass

46 Fire Extinguishing Arrangements Good

AUXILIARY ENGINES (Identify by position)

## ELECTRICAL EQUIPMENT

## PROPULSION

## PORT

## STARBOARD

Generators

Exciters

Air Coolers

Motors

Air Coolers

Control Gear, Cables, etc.

Insulation Resistance

Insulating Oil Test

Overspeed Governors

Magnetic Couplings

Air Gap

## AUXILIARY EQUIPMENT

Generators &amp; Governors Good

Motors

Switchboard &amp; Fittings Good

Circuit Breakers Good

Cables Good

Insulation Resistance Good

Steering Gear Generators and Motors

Navigation Light Indicators Good

BOILERS OPENED UP &amp; EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN Ford. and Aft. - Good (26-5-61)

AUXILIARY, DONKEY or PRESS

Superheaters

Safety Valves Good

Mountings, Doors &amp; Fastenings Good

Safety Valves Adjusted to { Set. 180 lbs

Spl. -

Boiler Securing Arrangements Good

Main Economisers

Exhaust Gas Heated Economisers

Steam Heated Steam Generators

Steam Generator Safety Valves Adjusted to

Were Oil Burning System &amp; Remote Controls examined working in accordance with Rules? Coal-Fired

Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?

Funnel Good

EXAMINATION &amp; TESTING OF STEAM PIPES (State material)

Main

Auxiliary (over 3 in. bore)

Were Copper Pipes annealed?

Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS &amp; REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

SRL Appendix: Front circumferential seams at bottom of both boilers to be specially examined at each Boiler Survey.

NOW DONE: The front seams were specially examined at this time, and the ford. boiler seam found slightly leaking over a distance of approx. 4". This was lightly caulked, and the seams are now found to continue efficient. It is submitted that this notation be continued in the SRL Appendix.

W. & T. REPAIRS: Ford. and aft boilers: 4 bottom doors found corroded in way of inner radius below joint faces. The doors were built up by E.W., and dressed off on completion and found satisfactory.

SEE CLASSN. (S) Cable to Sydney 3-5-61 - SYDNEY LETTER 28-4-61.

A general examination in accordance with Circular No. 1959 was carried out at this time, and all found or placed in good condition. Main circ. pump: end bearing renewed. Both main feed pumps opened out and completely overhauled found satisfactory. Air pump head valves overhauled and found good. electrical cable megger tested and examined and found good. All pumping arrangements tested and found good. Steering gear, wind.

Survey fees Gen. Examn. £20. 0. 0

MBS 32. 0. 0

Damage fee

Expenses 4. 0

Date when A/c. rendered 27th June, 1961.

Travelling Expenses (if chargeable) 5. 0

Rpt. 9a.

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Port of Sydney. N.S.W.

Continuation of Report No. dated

34 06 2

on the

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main and auxiliary machinery all tested under running condition and found good. It is submitted that the Owners request for deferment of E.S. until March, 1962, merits in my opinion the favourable consideration of the committee.

Y. H. H. H.



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